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C.F 71 & 72.

1934

Department of Land Revenue and Settlement

OFFICE of the Board of Revenue

STATION Chepauk. Madras

Misc No 684

Dated the 27th February 1934

To whom

Date Initials

Given for copying

Copied

Examined

Signed

Given for despatch E. 1178/34

Despatched Mfd

Indexed

Passed in the file

To be destroyed on*

(SUBJECT.)

FERRIES. South Kanara District Board. Improvement of. Notice issued fixing the period for the performance of duty of improving their condition. [illegible]

* To be filled in in the case of permanent records

GOVERNMENT OF MADRAS

21 FEB 1934

Received ... 1934.

22 FEB

Registered ... .1934.

Abstract.

FERRIES - South Kanara District Board - improvement of - notice issued fixing period for the performance of duty of improving their condition.

-.-.-.

to submit a further report on the condition of the ferries in the district so as to reach the Government not later than the 15th June 1934.

(By Order of the Government, Ministry of Local Self Government).

Z. Conran Smith,
Secretary to Government.

The President, District Board, South Kanara,
The Collector of South Kanara,
The Inspector of Municipal Councils and Local Boards,
The Public Works and Labour Department,
The Board of Revenue, Land Revenue and Settlement.

Forwarded
/By Order/

Superintendent.

K.S.20/2/34.

Copy of letter from the Collector of South Kanara,
R.O.C.No.2230-33-B-4, dated the 6th November 1933.

Fisheries - South Kanara District - Continued unsatisfactory state - Report submitted.

I wish to bring to the notice of Government the continued unsatisfactory and deplorable condition of the existing ferries maintained by the South Kanara District Board. In my letters ...ic.1311-33, dated 14th March 1933, R.O.C.2286-33-B4, dated 3rd May 1933, and R.O.C.2286-33-B-8, dated 10th May 1933, I have pointed out to the Board that it is neglecting seriously a statutory obligation in not maintaining the ferries up to the required standard. The President acknowledged my letters and assured me that something would be done. However the Port Officer recently toured to Coondapur and at my request examined all the ferries carefully. His report (copy enclosed) shows that nothing has been done.

2. The absolutely essential repairs are as follows:-

(i) Kulur ferry.- This is the first ferry out of Mangalore. I had pointed out that there was urgent necessity for proper landing stages on both sides of the Netravati river, as cars had to land anywhere on the north bank and this would be impracticable during the monsoon weather. The receipt of this letter was acknowledged by the President on 5th May 1933 but apparently nothing has been done, for the Port Officer's report shows that there are no ramps on the north bank, that neither of the two ramps on the south bank is apparently in use and that one of them required building up two feet as approach to the boat is far too steep.

(ii) Malky ferry.-. The landing planks are inadequate. It also appears from the report of the Port Officer, Mangalore, that one of the two ramps on the northern bank is in a bad state of repairs and that ramps on the southern bank cannot be used except at high water.

(2)

(iii) Udiavar.- The northern approach required repairs before the monsoon as it had been damaged by the river and the top row of stones round the approach had become loose and the stones were missing in many place

(iv) Kalliangar.- The jangar was in good order though the platform was without the usual rail on which to hook the landing boards. In consequence the boards had to be placed on top of the jangar.

(v) Mabukal.- The landing stages were bad. The landing boards were short and so the angle of approach to the ferry was steep. On the northern side the landing stage had been washed away by the river to a depth of 18 inches and so the ground level of the stage was right under water and the rest of the stage was being used by the road coolies to stack gravel which is brought from the south by boat. The landing planks were therefore let into the water at the side and I was asked to drive through the river to the land. The angle of the landing boards was much too steep and in consequence the end of the jangar caught the bottom and edge of my petrol tank and damaged it though fortunately the tank was not actually holed. The receipt of this letter was acknowledged by the President on 17th May 1933. The Port Officer's report shows that the landing boards at Udiavar and Mabukal are too short and that at Kalliangar the ferry boat cannot approach within 15 feet of the ramp at half flood and that ramp at south bank is completely useless due to silting. The Port Officer also states that the ramp at the north bank at Mabukal is at present useless and requires raising at least 2 feet.

(vi) Coondapur (Gangolli).- When I went to Coondapur in March last the ferry approach on the south side was still in the same neglected condition that it was in December 1932, when I had brought it to the President's notice. The approach of the south side was so bad that it could not be used. On the north side the landing stage is a sloping ramp which is not suitable as if the ferry is brought close to the edge of the water

the boat bottoms may be damaged when the car goes on to the jungs and the boats sink lower and strike the ramp. I wrote about these to the Presidents on 3.3.33 and again on 11.5.33. Though the Government acknowledged my first letter on 4.3.33, and stated that he was asking the District Board Engineer to give effectto my proposals nothing appears to have been done as is shown by the Port Officer's report.-

3. The revenue received from the ferries and the expenditure incurred by the Board for the last four years are given below.-

Year	Receipts	Expenditure.
1929-30	82,391 0 0	1052 0 0
1930-31	60,875 0 0	1013 0 0
1931-32	46,000 0 0	909 0 0
1932-33	45,052 0 0	307 0 0

From this it can be seen that the Board spends approximately 1.8% of the ferry income on the up-keep of the ferries. I consider this is indefensible. The Board's plea is as follows.-

"The Board is blamed for not devoting a reasonable part of the ferry income for the proper upkeep of ferries and for merging the income in General revenue of the Board. But the Board has been constrained to do so by force of financial difficulties. It has been deprived of its toll income to the extent of Rs.39000. and a portion of land cess amounting to Rs. 39,910. A total loss of Rs. 78,91. is not an inconsiderable sum to a Board with very limited resources. The Board is alive to its responsibilities but it is crippled in its finances and no amount of reappropriation will meet the demand and unless Govt. are pleased to come to its rescue in restoring the full toll compensation as promised in G.O.No.1280-Fin., dated 6.4.3[illegible]. In the meantime the useful suggestions of the Collector re for the improvements of jetties,

ferry

ferry approaches and jetties are however receiving the best attention of the Board. Estimates for the improvements have been called for and every effort will be made to give as much convenience to the public as the limited resources of the Board will permit."

(The second item, land acq., Rs.31,410, is apparently the amount paid direct to village panchayats).

4. It is true that the President, District Board in his letter Ref.No. S.2074-M.33, dated 19.9.33, forwarded to me a copy of his letter Ref.No. S.No.2074-M.33, dated 6.9.33, addressed to Govt. for sanctioning a grant of at least Rs.50,000 for the improvement of ferries and requesting me to move Govt. in the matter. But I replied to him in my letter Doc.2286-33-B4 dated 11.10.33, that there was no case for a grant by Govt. so long as the Board diverted the receipts from ferries to other objects before the ferries themselves were put into order. In this same letter I pointed out that the demands of the District Board Engineer for putting the ferries into order seemed to me to be very high and also suggested how they could be put to order at much lower cost. In particular I pointed out that if long single planks were provided at all ferries where they are not available the difficulties of motorists could be overcome by a big extent and the gradient of approach ramps or gangways and so prevent damage to the under carriage. In this matter, the Board has not been able to adopt even this concession to motorists.

5. It is hardly necessary to dilate on the fact that the bad state of the ferries was a tearing affliction seriously in the carrying out of their tours. An officer cannot tour taluks on the coast south of Mangalore by car with any planning unless he tours inland. Even this is impossible south of Coondapur, as ferries are no longer maintained where the two second class rivers join the Chakra river. If he goes by train (and the trains are at very convenient hours) his radius of effective inspection is cramped by the inability to cross rivers to reach his camp; for I am not prepared to sanction the use of unlicensed taxis by Govt. officers.

If an officer wishes to tour north of Mangalore he has to make careful enquiries about the state of tides beforehand or he will find himself unable to proceed on arrival at a ferry without a prolonged wait to allow the water to rise in the river. It is not practicable to take a car beyond Coondapur at all owing to the condition of the landing stages on either side of the rivers.

Coondapur.

6. With the exception of Kulur and Coondapur the defects which I have pointed out have not been matter either of considerable expense or of difficulty. The fact therefore that nothing has been done during the 8 months that the matter has been specially before the District Board shows that the Board intends to go on with its present policy of collecting all the tolls on ferries and spending on the upkeep of ferries only when it has money to spend after satisfying its other need notified by its Engineering Department which maintains that nothing of use can be done without the expenditure for a really large sum. But I submit that it is indisputable that the ferry fee is a fee and is intended to cover the expense of maintaining the actual service of ferries. It is not an item of general revenue. In fact this is so obvious that I not ~~xxxxxx~~ understand how the Board can evert contest this point.

7. As the matter is one that affects the safety and convenience of all who use and pay for ferries and as the Board has failed after due warning to improve the condition of the ferries, the only alternative ~~xx~~ left is take action under section 41 of the Madras Local Board s Act. I therefore request that the Board may be given time up to 31st December 1933 to put in order to the satisfaction of the Collector the six ferries referred to above between Mangalore and Coondapur as a first instalment. If the Board defaults the Collector may be empowered to do the work under section 39 of the Act. I am quite confident that I can put the landing stages and landing planks of the ferries in proper order in a very short time if the duty is imposed upon me. I consider too that the Government should lay down a fixed

fixed percentage of the ferry income which should be spent on ferries until they are brought into proper order. I have not even mentioned the ferries south of Mangalore, where landing planks are now found built permanently into varandhas and the jangars (or platforms) are roofed over and used as sheds for the renters to live in.

Report on ferries and approaches, dated 20th October 1933, by Mr. A. Rudie, Port Officer.

o-o

Kulur - North Bank ... No ramps.

South Bank ... Two ramps, neither apparently in use, one requires building up a bit as the approach to the boat is now too steep.

Ferry boat in good order

Landing boards too short.

Panaje:- Angle irons for landing boards on ferry boat require renewal, one is badly corroded and not safe, landing boards are too short.

Kaikky:- North Bank - There are two ramps, one in bad state of repair.

South Bank - Approach road to river bank is bad, as ramps cannot apparently be used except at high water.

Ferry boat in order, landing boards short

Udiyanur: Ramps on both banks are in order but apparently not used, probably due to siltage alongside.

Ferry boat bottom boards require repair

Landing boards are too short.

Kaliyanpur; South Bank - Ramp is completely useless due to silting. Ferry boat cannot approach within fifteen feet of the ramp at half flood

North Bank: Ramp in order

Ferry boat: In order.

Mebukal: - South Bank - Ramp in order.

North Bank - Ramp requires raising at least 2 feet at present useless.

Landing across - Too short.

Gangolli: - South Bank - Ramp utterly useless, apparently one was being constructed some years ago of reinforced concrete and not completed, one section is left standing out impossible for use as no attempt has been made to make an approach to it.

North Bank - No ramp.

Ferry boat. - There isn't one, the superstructure of one is lying on four piles off the South Bank, it is reported to be under repair.

I was unable to put my car over to Gangolli.

Special arrangements might be made utilising the canoes and landing boards ~~xxxxxx~~ though I doubt if a car could be got on to them, particularly a low slung car.

Uppumda:- North Bank - No ramp.

South Bank - No ramp

Ferry boat - No ferry boat.

It is apparently impossible to get a car over unless special arrangements are made.

I am informed it was not customary to do, but I think this could be done at half flood and half ebb.

I found that with the exception of Kalyanpur ferry the landing boards were too short.

The ramp is steep to any extent even at high water, and landing on to the river bank with a low slung car, would, I am convinced be liable to ground the under carriage. There are apparently with the exception of Kalyanpur no double sets of landing boards at the ferry; unless they are stored away. Apart from any question of breakage, a set retained on each bank would save considerable waiting of time.

At present a car is driven on, the boards unshipped and dropped in the water, the ferry boat cast off and then turned round, to ship the boards on to the fore end of the ferry to run the car off at the other side, the only other alternative is humping them over the ferry boat.

Bangolli is a trifling block to any one on tour, could the ferry be put in working order it would be a considerable help, admittedly it would have to be worked on tides as the river is badly silted.

T + Kurunegala

Teachers. CFB

W 26.2.34

Ferries. Sri Lanka Navara Vi.Ba.-g. Improvement of. notice issued during the period for the performance pending of improving Harbour conditions. Gft. Recorded.

£ 1175 fp14.

Res. (Mis) 684 of 27.2.34

Recorded.

hg 24.2.34

hg 24/2

W 27/2.

C.H

Mr to Dr.

No action seems necessary as this Go has been communicated to the Collector & also President Vi Board, Sri Lanka Navara. The Go is based on the Comrs report of 5-4-34. addressed to Govt. The Govt has asked the Comr to send a report on the condition of the ferries not later than 15.6.34 with reference to the action taken by the Vi Board for their improvement.

hg 26/2

fp 5-19 of

fp 1-2 of

Land 2

BOARD OF REVENUE
24 FEB 1934
REVENUE AND SETTLEMENT

GOVERNMENT OF MADRAS

SECY.
24 FEB 1934

E/220

Public Works & Labour Department.

Read:- G.O.No.Ms.695-P&M., dated the 13th February 1934.

Endorsement No.876 D/34-1, dated 21st February 1934.

R e c o r d e d.

N. Gopalaswami,
Secretary to Government.

Copy to the Board of Revenue, Land Revenue and Settlement.

Forwarded
/By Order/

Cm.22/2:

Superintendent. 23/2

Received.....1934. Registered.....1934.

3/

Abstract

Grant:-

South Kanara District Board - Improvement of ferries - Refused.

LOCAL SELF GOVERNMENT DEPARTMENT

G.O.No.695 L & M/MS. Dated 13th February 1934.

Read the following paper:-

From the President, District Board, South Kanara, No.2074/33, dated 6th September 1933.

O R D E R:-

The Government are not prepared to comply with the request of the President, District Board, South Kanara to sanction a grant of Rs.20,000/- towards the improvements to ferries in the District. The President is informed that the entire income realised from ferries should not be diverted for other purposes but a substantial portion of such income should be earmarked for their upkeep. It is observed that in the current year's budget the provision made for ferries has been increased from Rs.5,500/- to Rs.10,000/- and if the District Board makes adequate provision in future years also much of the needed improvement can be effected, with the increase in the tolls compensation which the District Board may expect to receive, it should be possible to meet any further sum required for the improvement of the ferries. In the circumstances the Government therefore regret that they are unable to comply with the President's request for a special grant for the purpose

(By Order of the Govt. Ministry of Local Self Govt).

E.Conran Smith,
Secretary to Government.

To

The President, District Board, South Kanara.
The Collector of South Kanara.
Copy to the Public Works and Labour Department.

Forwarded. (By Order)

Superintendent

L.A.D:/-13-2-34.

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Res. (Hes)

Recorded

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27.2.34

[illegible]

[illegible] Shri S. Hariharan Commissioner of Sales Tax Collection of Customs + Central Excise + the Provincial Govt Board

E Hindi

[illegible]